

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:52 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 060 Const Calendar Day: 834 Date: 21-Dec-2011 Wednesday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 06:00 pm Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM Below 40 12 PM 40 - 50 4PM 40 - 50**Precipitation** **Condition** Clear & SunnyWorking Day ☒ If no, explain:**Diary:**

Dispute

Cable Hauling

Workers names:

David Lucero (IW)

Chris Howard (IW)

Joshua Jacks (IW)

James Sturgeon (Foreman)

The leading socket end was attached to the primary North hauling frame and the first strand began hauling about 9am this morning.

OBSERVATIONS:

- There were noticeable twists in the strand as it began to unspool. The Contractor un-winded the strand from some of its twist before attaching the leading ends of the socket to the primary North hauling frame.
- Some wires on the circumferential mark were mis-aligned.
- After 2:30pm when the 1st torpedo & hex clamp was installed, the iron workers began wrapping banding tape every three (3) intervals (1.5*3 equal distance) around initial tape wrapped on the PWS.
- The 2nd torpedo clamp was began to be installed about 2:45pm and completed about 3pm: Twist in strand when clamp was being installed. Iron workers adjusted the wires to unwind the twist, then installed torpedo clamp & hex clamp with temporary bolts, snug tight.
- At about 3:20pm, hauling temporarily stopped due to issue @ W2. Not sure what the issue was.
- At about 3:35pm, the square clamps that received tapping appeared to begin coming off. ABF decided to tape all of the square clamps instead of tapping at every three (3) intervals as outlined above.
- Hauling resumed about 3:55pm and the third torpedo clamp was installed about 4pm and completed.
- Potential damage to a wire was painted and marked to identify the location before hauling presumed.
- Hauling of strand # 1 completed about 5:15pm and the leading end of the socket with south primary hauling frame was left just east of the south tower saddle on the main cable span.

Hours worked: 12 hours with 4 hours OT.

Attachment

ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Altamirano, Victor

Diary #: 060

Date: 21-Dec-2011

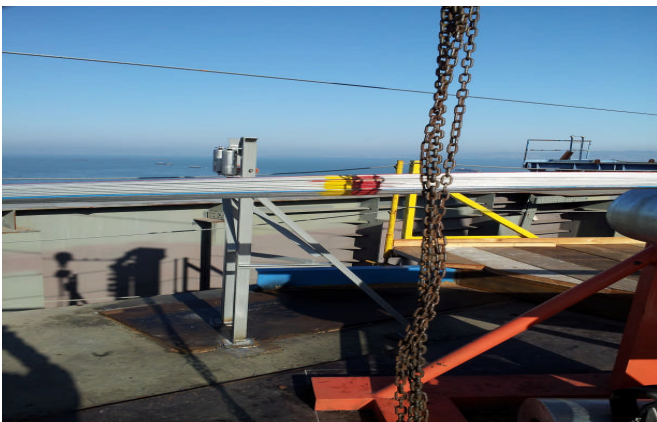
Wednesday



Leading end of PWS Socket attached to North primary hauling frame



Some of the equipment used on PWS



Misaligned circumferential mark

Closeup picture of the leading end of PWS Socket attached to North primary hauling frame